

**SPECIAL NOTICES.**  
**NEWPORT NEWS, HAMPTON AND OLD POINT.**  
NEWPORT NEWS has an IMMENSE DRY-DOCK and improved machinery for boat-building, equal to any plant on the Clyde, and will soon have 3,000 men at work building ships.  
NEWPORT NEWS has two new COTTON FACTORIES; two new lines of steamers, models of speed and power.  
NEWPORT NEWS has NO EMPT HOUSES. Contractors are rushed almost to death finishing up buildings.  
NEWPORT NEWS has railroads, and will have electric lines and magnificent boulevards along the entire coast.  
NEWPORT NEWS has the finest tract of land ever seen, and at prices that will make money for every investor.  
NEWPORT NEWS is now negotiating with the White Star Line for a direct line of steamers to Liverpool, so as to make a direct outlet at NEWPORT NEWS for all grain, breadstuffs, etc., of the West and the whole South.  
NEWPORT NEWS is bound to be the great SEAPORT OF AMERICA. The products of the Pacific, the Middle West, and of the Southwest, will have to come here for shipment.  
NEWPORT NEWS has now about 10,000 inhabitants. In one year there will be fully 50,000 people there. If not more. Over \$5,000,000 have already been spent in SHIPYARDS alone, capable of employing 6,000 men, representing 20,000 population.  
NEWPORT NEWS is just getting her hand in the great boom that is now sweeping over the entire South, and will be the greatest place in the South in the way of RAPID GROWTH and SOLID IMPROVEMENT. As an actual fact, the growth of Newport News during the last three months has been greater than the growth of Birmingham or Duluth in any three months of their phenomenal history.  
NEWPORT NEWS has \$15,000,000 already invested in houses and industrial enterprises. AN ARMY OF 50,000 WORKMEN IS COMING TO THE TIDE-LAND HUNDRED DAILY.  
NEWPORT NEWS has eighteen miles of canal, and the CLAY LINE connection, three places, Newport News, Hampton, and Old Point, so close that they may practically be called one place.  
NEWPORT NEWS handles over a million tons of coal a year, two and a quarter million barrels of grain, half a million sacks of flour, fifty thousand barrels of cotton, and large quantities of freight, cattle, pigs, sheep, etc. Foreign vessels are always loading here. Meats, Smith & Wilson, iron workers and machine builders, have recently been forced to extend their plant to new buildings.  
NEWPORT NEWS has business blocks, big in size, solid in build. There is always a rushing demand for carpenters and bricklayers.  
NEWPORT NEWS has \$1,000,000 cash value. Regular Steamship Lines, Transatlantic and Pacific Lines, and five steamships a week; the VIRGINIA AND MISERERE TRANSPORTATION COMPANY, with five steamships a week; the CLAY LINE connection, a line of barges to New York and the East, the BRAZIL LINE, a TRANS-ATLANTIC LINE. Four new steamships now building.  
NEWPORT NEWS has sixty feet of water just off the piers. There are four churches of all denominations, and there are Banks, there are Factories, Foundries and Mills, Fine Hotels. SEVEN PROSPECTORS.

**THE NEWPORT NEWS, HAMPTON AND OLD POINT DEVELOPMENT COMPANY.**  
Having acquired control of 1,207 acres of very valuable land between Newport News and Hampton, and desiring to develop and improve said land, now seek the co-operation of the public, and offer investors the great inducements hereinafter set forth.  
These lands are the highest and best situated between Newport News and Hampton on the one hand, and the Chesapeake and Ohio Railway and the waters of Hampton Roads on the other, and their natural advantages are such as to render them highly desirable for manufacturing, residential, and other purposes.

**THE FINANCIAL PLAN:**  
THE CAPITAL STOCK is \$1,000,000, divided into shares of \$100 each. When sixty dollars shall have been paid on each share of stock it is confidently believed that no further assessment will be required, and that the proceeds of the sale of lots will enable the Company to develop the stock and pay the balance of the shares.  
THE PAYMENTS for stock are to be as follows:  
\$25.00 per share upon date of subscription.  
\$15.00 per share 10 days from date of subscription.  
\$10.00 per share 30 days from date of subscription.  
\$10.00 per share 6 months from date of subscription.  
\$10.00 per share 12 months from date of subscription.  
\$10.00 per share 18 months from date of subscription.  
\$10.00 per share 24 months from date of subscription.

**THE COMPANY'S DONATION:**  
FOR EVERY THIRTY SHARES of stock standing in one name the Company will donate one (1) lot for every ten shares held in one name the Company will donate one (1) lot, and for every fifty shares standing in one name the Company will donate one (1) lot, and for every fifty shares standing in one name the Company will donate one (1) lot, and for every fifty shares standing in one name the Company will donate one (1) lot.

**OFFICERS:**  
Hon. J. TAYLOR ELLISON, Richmond, Va., President.  
Hon. J. VENABLE, Petersburg, Va., Vice-President.  
Hon. J. SCHMIDT, Newport News, Va., Treasurer.  
THOMAS TAYLOR, Newport News, Va., Secretary.  
SAMUEL S. ELLAM, Newport News, Va., Counselor.  
L. P. ROUTT, Richmond, Va., General Agent.

**BOARD OF DIRECTORS:**  
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Hon. J. SCHMIDT, Treasurer.  
THOMAS TAYLOR, Secretary.  
SAMUEL S. ELLAM, Counselor.  
L. P. ROUTT, General Agent.

**AMERICAN SECURITY AND TRUST COMPANY.**  
CAPITAL, \$1,250,000.  
Under Act of Congress approved October 3, 1890.  
1419 G STREET NORTHWEST.  
A. T. BRITTON, C. J. BELL, President.  
PERCY B. METZGER, A. A. THOMAS, Treasurer.  
GEORGE E. EMMONS, Secretary.

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A. T. BRITTON, JAMES G. PAYNE, JAMES E. FITCH, J. M. W. BISHOP, HARRY F. WEST, WILLIAM M. COATES, ROBERT J. HANCOCK, JOHN E. HENNESSY, HENRY S. LUCHEMIRE, MARTIN F. MORRIS, C. J. BELL, ALAN H. BIRD, M. M. PARKER, CHARLES C. HENNINGSON, CHARLES PORTER, ALAN DONOVAN, JOHN E. NEWMAN, DEWEY H. WARDER, JAMES A. THOMAS, MATTHEW G. EMMETT, JERRY A. WILLIAMS, HENRY F. BLOUNT, JOHN N. BROWN.

**CALL OR WRITE FOR INFORMATION.**  
BRAINARD H. WARDER, President.  
JOHN JOY KIDSON, Vice-President.  
WILLIAM B. ROBINSON, Secretary.  
WILLIAM B. GUILAY, Treasurer.

**FLORIDA.**  
Lands held in reserve for several years by the State Government are now offered to settlers at their actual value.  
These lands are situated on the eastern or Atlantic Coast between St. Augustine and Biscayne Bay, one-half mile to six miles from the ocean, a large portion being far below the front limits.  
This is the only eastern section in the United States where it is possible to raise semi-tropical fruit, and where early vegetables and fruits can be raised in time to catch the highest Southern prices.  
Much of this land is owned by the Florida Coast Line Canal and Transportation Company, and bears a fine growth of timber, from which large sums may be realized. The section along the Indian River and Lake Worth is well settled, and the land is the most valuable in the State, the east coast being tapped by four railroads, and the river along the coast being navigated by steamships.  
The improved facilities and the excellent climate (being so near the ocean) make this an excellent opportunity for actual settlers.  
We shall be pleased to send maps, township plans and full information to all who are interested.  
FLORIDA COAST LINE CANAL AND TRANSPORTATION CO., INC.  
819 F STREET, N.W., WASHINGTON, D.C.  
JOHN W. DENNY, President.

**REGISTERED TRADE-MARK.**  
PURE RYE WHISKY.  
\$4 a Gallon, \$4 a Quart and 50c a Pint.  
JAMES THARP, 815 F Street, N.W., WASHINGTON, D.C.

**TO THE PUBLIC.**  
Having retired from the firm of EMMONS & BROWN, I take pleasure in informing my friends and the public that I can be found at my office, 604 Tenth Street Northwest, where I am conducting a general business.  
Prompt and personal attention given to all matters placed in my hands. Respectfully,  
JAMES F. BROWN, 604 Tenth Street N.W., Telephone Call, 472-A.

**REMOVAL.**  
EASTON & RUPP, Stationers, corner Pennsylvania Ave. and Thirteenth St., Have removed to 211 Eleventh Street N.W., Opposite Star Office. de 331m

**SPECIAL NOTICES.**  
**RECHABITES ATTENTION!**  
All members of the Primary, Ladies' and Junior Tents in this District are requested to meet at the Annual Convention of the United Order of Rechabites, to be held at the Hotel Richmond, at 10 o'clock, a.m., to participate in the annual election of officers. A full attendance will be provided centrally for Rechabites. By order of JAMES C. LEE, Grand Chief Ruler, T. L. SARKELD, Grand Secretary.

**BUY REMINGTON TYPEWRITERS.**  
"PARAGON" TYPEWRITER  
RIBBONS.  
OUR OWN MANUFACTURE.  
ARE BY FAR THE BEST IN THE MARKET.  
SOLD EXCLUSIVELY BY WYCKOFF, SEAMANS & BENDISHT, Corner of Eighth and F streets, N.W. fe19ap2

**EDUCITY BUILDING AND LOAN ASSOCIATION.**  
915 AND 915 F ST. N. W.  
Has the best plan devised for securing a home. NO AUCTION OF MONEY.  
Any amount loaned repayable \$15 per month on each \$1,000 advance. Shares \$1 per month, maturing in 104 months for \$800. Profit, 48c.  
NO BACK DUES REQUIRED.  
SIX PER CENT INTEREST ALLOWED ON SPECIAL PAYMENTS.  
Paid-up certificates for \$100 issued at 50c per share. 5c per cent. per annum paid on purchase price, semi-annually.  
OFFICERS:  
HARRISON BINGMAN, Pres., GEO. W. LEACH, Vice Pres., O. T. THOMPSON, Treas., ALONZO T. WELDE, Sec'y, ANDREW WALL, Manager, GEN. J. E. SMITH, Attorney.  
American Security and Trust Company, A. T. BRITTON, Pres., DEPOSITORY: Central National Bank, fe19ly

**E. WATKINS, SALT H. BUCK, JAS. SULLIVAN, WATKINS, BUCK & CO.**  
INVESTMENT BANKERS, GLOVER BUILDING, "B" STREET NORTHWEST, WASHINGTON, D. C.  
Branch Office: CHATTANOOGA, TENN.

**NEW YORK AND LONDON CONNECTIONS.**  
Will negotiate purchase and sale of bonds, stocks and other properties.

**INTEREST ALLOWED ON DEPOSITS, 3 PER CENT.**  
CHARTERED BY CONGRESS 1818.  
FRANKLIN INSURANCE CO., OF WASHINGTON, D. C.  
CAPITAL AND RESERVE, \$250,000.00.  
Has never sustained a loss by fire, but always makes prompt and liberal advances.

**DR. DANIEL B. CLARK, Pres., GEO. E. LEMON, Vice Pres., CHAS. S. BROADLEY, Treas., L. PENNINGTON, Sec'y, WILL F. BOTELIER, Asst. Sec'y.**  
THE WEST END NATIONAL BANK, Nineteenth St. and Pa. ave., Washington, D. C., de19ly

**BAIRD & HORS.**  
Announces the following Bargains for ONE WEEK ONLY:  
Rogers' Teapots, \$1.00 per set. Ordinary Price, \$1.25 per set.  
Stag Handle Carvers, fully guaranteed, \$1.00 per pair. Ordinary Price, \$1.25 per pair.  
Crown Teapots, \$1.00 per set. Ordinary Price, \$1.25 per set.  
Old Reliable Cutlery, \$1.00 per set. Ordinary Price, \$1.25 per set.  
Our Entire Line of Scissors at 50c.  
Coal Hods, 16 inches, \$1.00. Ordinary Price, \$1.25.  
Also a Full Line of Gas and Oil Stoves, Pelt, Water, and Electric Stoves, Furnace, and all kinds of Machinery Tools.

**BARBER & ROSS,**  
Opposite Boston Dry Goods House, no192

**WHY NOT HAVE YOUR SHIRTS MADE BY ONE OF THE MOST CELEBRATED CUTTERS IN AMERICA?** Prices same as those made by the best tailors in the city. P. T. HALL, 908 F Street, N.W.

**JOHN DALY,**  
Bricklayer and Contractor, 1200 Pennsylvania Avenue Northwest.

**Wants to advise the public that Brickwork of Every Description will receive Prompt Attention at his hands. Bolter Settling and Bakers' Ovens a Specialty.** no192

**REMOVAL!**  
THE NATIONAL UNION INSURANCE COMPANY is now located in its new office, NO. 915 F STREET NORTHWEST.

**OFFICERS:**  
HENRY O. TOWLES, President, CHARLES B. BAILEY, Vice-President, NOBLE D. LARSEN, Secretary, CHARLES N. LARSEN, Asst. Sec'y.

**Interment of George Meade Funston.**  
ALEXANDRIA, Feb. 20.—The late George Meade Funston was buried from St. Paul's church this morning, and the funeral was one of the most impressive ever witnessed in Alexandria. The flowers were beautiful. Revs. Minnegerode, Norton and Walker conducted the services, and the interment was in Ivy Hill.

**A Gold Medal from Waukegan.**  
CINCINNATI, Feb. 20.—The gold medal awarded by Postmaster-General Alexander to the postman of the American Express Company, who made the best record during 1890, was presented to C. V. McCleskey to-night at a banquet given here.

**WRECK IN A TUNNEL.**  
**FRIGHTFUL ACCIDENT IN NEW YORK CITY THIS MORNING.**  
A Dozen Victims Killed or Maimed by a Collision, and Men and Women Imprisoned in the Burning Cars—Heart-Rendering Scenes—Graphic Story of the Disaster.  
NEW YORK, Feb. 20.—A collision occurred in the Fourth Avenue tunnel about 7 o'clock this morning, by which a dozen people were killed or maimed.  
The collision was between an outbound New Haven passenger train and a train of empty coaches which were being switched up for the Mott Haven yards.  
There was a dense fog in the tunnel, making it difficult to distinguish signal lights. It is reported also that one of the engines had been high for some time towards its train, so that it could not be seen by the engineer of the other train.  
The crash was terrific, and several cars were telescoped and wrecked.  
The work of rescuing the victims was speedily begun, and at 11 o'clock it was stated that eleven had been taken out dead or injured.  
Mr. Frederick Motter, collector for the Marvin Safe Company, who was on the 7:30 train from the Grand Central depot, told the following story:  
"At eight-thirty last night, the collision occurred. It was a terrible scene. The engine of one train smashed the switch engine and threw it from the track along with one car.  
"There was the wildest confusion, and the next moment our engine had telescoped the sleeping car, in which were a number of New Haven road employees. I ran ahead with the conductor of our train.  
"The sleeping car was on fire and an instant had elapsed. I saw a man with his head partly out of the window of the burning car, and I tried to get him out, but he could not. He implored us to kill him, for he was burning alive.  
"The roof of the burning car melted and molten lead fell on us. The man's cries were agonizing. He was pinned in by the debris. Then another train rushed by on its way to New York, and the crash caused black smoke to hide the burning car.  
"After that we saw no more of the unfortunate man.  
"When the fire engine arrived and the work of extinguishing the flames began, I saw two men taken from the car, one dead and one still breathing. They presented a horrible spectacle, and it was a sight I shall never forget.  
"Our train was in the centre of the tunnel, and the engine was on the track on the same track and backing up. It struck it. We threw the engine of the other train across the outside track, blocking down traffic. The car next to the engine was badly smashed and thrown on its side. The engine of the New Haven road, which was backing up, was badly smashed and thrown on its side. The engine of the New Haven road, which was backing up, was badly smashed and thrown on its side.  
"There were twelve or thirteen cars in the train we ran into. It was the opinion of all that the accident resulted from the fact that there was no light on the engine of the New Haven road.  
"The Superintendent, Shepherd of the New Haven road, says that from what he can learn, the train of empty coaches was disregarded the rule which forbids stopping in the tunnel.  
"Engineer Fowler, Fireman Goodale and Conductor Hutchinson of the passenger train, have reported safely. The other engineer, who was first reported killed, has also been heard from. He is somewhat injured.  
"Those thus far reported injured are WILLIAM BROWN, brakeman, scalp wound; LUCAS WOOD, head and body lacerated.  
"JOHN SHEPHERD, a city fireman, overcome by smoke.  
"JOHN HANCOCK, car cleaner, head and legs badly injured.  
"Colonel Albert G. Brackett, Third Cavalry, having attained the age of 62 years, is, at his own request and by direction of the President, retired from active service.  
"The leave of absence for six months, with permission to go beyond sea, has been granted to Captain Frederick A. Anderson, Jr., Fifth Cavalry, Fort Myer, Va.  
"The order detaching First Lieutenant Horatio G. Bickel, Seventh Cavalry, at the University of South Dakota, has been revoked, and Second Lieutenant Philip A. Bickel, Jr., Ninth Cavalry, detailed as professor of military science and tactics at that institution.

**WILL NOT RESIGN.**  
Superintendent Porter Denies the Rumor That He Will Step Out.  
WASHINGTON, Feb. 20.—The rumor that Superintendent Porter would resign has been denied. He is to remain in his position until he is relieved. He is to remain in his position until he is relieved. He is to remain in his position until he is relieved.

**KILLED BY A COWARD.**  
Ezekiel Ball Thought He Saw a Burglar and Shot His Brother-in-Law Dead.  
FULTON, N.Y., Feb. 20.—A man named Ezekiel Ball, who was a burglar, was shot dead by his brother-in-law, who was a coward. The man was shot dead by his brother-in-law, who was a coward. The man was shot dead by his brother-in-law, who was a coward.

**FIREMAN NEWMAN WILL DIE.**  
His Death Expected any Moment at Providence Hospital.  
PROVIDENCE, R.I., Feb. 20.—Fireman Newman, who was a burglar, is expected to die at Providence Hospital. He was shot dead by his brother-in-law, who was a coward. The man was shot dead by his brother-in-law, who was a coward.

**Must Stop Annoying Theatre-Goers.**  
Thomas Jennings and Major Richardson, two small colored boys, were brought before Judge Miller this morning for begging chairs around Kerman's and the Globe Theatre. Judge Miller said that the boys were annoying the patrons in this manner must be broken up, and gave the boys \$5 or fifteen days each.

**Last opportunity to hear John L. Stoddard to-morrow at 2:30, when he will describe and illustrate the Land of the Midnight Sun. Secure seats at once.**

**MARCH TO THE GRAVE.**  
**A NATION UNCOVERS WHILE SHERMAN'S REMAINS PASS.**  
The Crape-Covered Train Saluted by Guns at Stations—Senator Sherman Will Not Accompany the Remains to Their Destination—The Funeral Train Almost Delayed.  
PITTSBURGH, Feb. 20.—Just after the train bearing General Sherman's body entered the city limits Mr. Fitch's children were taken forward by the members of the Sherman family to the car in which the casket lay. The guard retired and left the family alone with the dead. Before the Union station was reached they left the casket and returned with tear-stained eyes to their private car.  
The train arrived at Major Randolph's anticipated arrival of the train at Pittsburgh by seating themselves in the dining-car, where breakfast was served to them. There was not the democratic constraint in the dining-car that was seen there last night when the crimson stripes and the sergeants' sleeves bared against the golden epaulettes of the general's uniform. The general's uniform was served, General Howard said that the six sergeants were among the first to be served.  
It was a little after seven o'clock when the arrival of the train—7:30 o'clock—when it entered the Union station. The train was pouring down as it had been all night and throughout the morning, and through the railroad yards and the more than a hundred people gathered along the tracks until the Union station sheds were reached.  
The train stopped this morning three taps after the funeral bells in Pittsburgh and Allegheny City announced the arrival of the Sherman family train within the eastern limits of the city. At Home Station, on the Pennsylvania Railroad, church, fire-alarm and bells on public buildings sounded a solemn dirge, and a mournful tolling, which continued until the crape-covered train passed beyond the city limits. The train was westward over the Pan Handle Railroad.  
A salute of seventeen guns was fired at the Allegheny National Arsenal while the train passed. The train was met by a school from High School Hill, overlooking the Union depot, while the train was being transferred from the Pennsylvania Railroad to the Allegheny River Railroad, and inspected preparatory to the western journey. Rain was pouring down in torrents, and the streets were completely flooded. The funeral train was met by a school from High School Hill, overlooking the Union depot, while the train was being transferred from the Pennsylvania Railroad to the Allegheny River Railroad, and inspected preparatory to the western journey. Rain was pouring down in torrents, and the streets were completely flooded. The funeral train was met by a school from High School Hill, overlooking the Union depot, while the train was being transferred from the Pennsylvania Railroad to the Allegheny River Railroad, and inspected preparatory to the western journey. 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